AFFAIRS OF THE RAILWAYS.

Stockholders of the C., H. & D. Authorize the Issue of New Bonds. The stockholders of the Cincinnati, Hamilton & Dayton, by a vote of 32,602 out of

40,000 shares, have authorized the execution of a mortgage supplemental to the general mortgage, securing an issue of \$3,000,000 of five-per-cent. general mortgage gold bonds. The supplemental mortgage, among other things, will amend the general mortgage and grant power to the board of directors, in its discretion, to increase the issue under the general and supplemental mortgages of bonds not exceed-ing the sum of \$7,800,090, the \$1,800,000 ad-ditional bonds, if issued, to be used solely for the purpose of retiring and paying off bonds now issued and outstanding under two certain mortgages, dated, respectively. Dec. 1, 1875, and Jan. 1, 1887, amounting in the aggregate to the sum of \$4,800,000. The supplemental mortgage also provides fur-ther security for the present issue of \$3,000,-000 five-per-cent, general mortgage gold bonds. But 185 shares youed against the issue. The company will now be in shape financially to make contemplated improvements.

Personal, Local and General Notes. Wm. R. McKeen, president of the Terre Haute & Indianapolis road (Vandalia), is in the city on official matters.

The Sandusky & Columbus Short-line is beginning to receive its new equipment, and a portion of the road will soon be in

W. H. McDoel, general manager of the Louisville. New Albany & Chicago, is in New York for a conference with the president of the company.

Spotters have been working the Baltimore & Ohio's Western divisions, and it stated that a number of passenger conductors are to be relieved. The Wabash people have commenced

work on their new snops at Ashley, Ind. They will be large enough to do repair work and to build equipment. J. F. Youse, formerly with the Cincinnati, Hamilton & Dayton line, has been

appointed general freight agent of the Ohio Southern, to take effect Sept. 12. The G. F. Ruckle G. A. R. Post and the J. R. Gordon Post vesterday closed a con-tract to go to Washington over the Cin-cinnati, Hamilton & Dayton and the Balti-

more & Ohio lines. In the month of July the Big Four received and forwarded at Muncie \$63 carloads of freight, against 575 in July, 1891. This is evidence of the growth of the business interests at that point.

The Kentucky & Indiana Bridge and Terminal Company is said to be top-heavy, and Col. Bennett Young, its president, has issued an order that the expenses of the officering of the road be reduced.

General Manager McDoel, of the Louis-ville, New Albany & Chicago, has decided adversely to the removal of John Ewan, superintendent of the Indianapolis division, from Monon to Indianapolis.

The Cincinnati, Hamilton & Dayton has purchased ground at Toledo on which to erect a fine passenger station, and it is uuderstood that three other roads running into Toledo will occupy the station.

William Gratton, superintendent of sig-nals of the Pennsylvania lines west of Pitisburg, has been appointed consulting engineer in charge of the interlocking switches at the world's fair grounds. It is alleged that two or three shippers are being favored 24 cents per hundred pounds on grain. The line is not cutting

the rail rate, but reduces elevator and lighterage charges. It may lead to trouble, it is intimated. On Saturday last the contract was let to F. B. Douglas to grade the piece of road necessary to bring the Findlay, Fort Wayne & Western into Fort Wayne. The

distance from the State line to Fort Wayne is eighteen miles. The Big Four yesterday run its last Niagara Falls excursion for this season, taking out of Indianapolis over three hundred people, notwithstanding the fact that it

was the seventh excursion from here to Niagara Falls this year. The members of the Central Traffic Association will hold their next regular meeting in Chicago, on Tuesday. A number of important questions are to come up, one of

which is the advancing of freight rates with the close of navigation. The Pennsylvania's new tunnel at the junction of the main line and 'the New York division, in Philadelphia, has been

practically completed after a year's toil and difficult work. The tunnel was put in use Wednesday for the first time. Conductor Trindle, of the Vandalia, yesterday made his first round trip since his vacation of a month, coming in with Train 20, handling on the trip over from St. Louis 153 local and having on board ninety-three passengers for Eastern connections.

C. C. Waite, president and general manager of the Columbus & Hocking Valley road, who but ten days ago returned from a Pacific coast trip for his health, is so ill as to confine him at home. His friends hope he will be about again in a few days.

Judge Bacon, general agent of the Chicago & Rock Island, Thomas Whitmore, commercial agent of the Chicago, Milwaukee & St. Paul, and Col. William Shaw, of the passenger department of the Chicago, Burlington & Quincy, are in the city on

The Baltimore & Obio has built come lumber cars of novel design, and two or three were in Indianapolis yards yesterday. The cars have roofs, and plain sides, the doors for loading being in the ends. They are four feet longer than the ordinary freight car, and several inches higher.

General Passenger Agent Martin, of the Big Four, on Monday had his representatives from different points at Cincinnati for a conference. The Big Four never in its history carried as many passengers as at the present time, yet rates are so low that it cuts into the revenue more seriously than would be supposed.

John Majors, who has been in the service of the Pennsylvania Railroad Company thirty-nine years, and Thomas Ridley for forty-eight years, were banqueted at Pittsburg on Saturday evening, and each presented with a gold-headed cane. Both were formerly engineers, but now hold positions in the shops of the company.

Clifton Porter, commercial agent of the Chicago, Milwaukee & St. Paul road, well known in this territory, has been very fortunate in some real estate investments with other friends in Boston, and on Jan. 1 will retire from railroading and take a position in a Chicago bank in which he has recently become a large stockholder.

A few days ago John Whonton, general vardmaster of the Evansville & Terre Haute road, resigned to become superin-tendent of a lead mine in Minnesota, and E. Taylor was appointed his successor. The switchmen object to the appointment and have presented their grievance to President Mackey. The matter is to be ar-

Passenger men connected with competing lines of the Pennsylvania Company are much, surprised that E. A. Ford, general passenger agent, took no share in the harvest excursion business, not selling tickets from any point on the Pennsylvania lines. On the Vandalia, of which he is also general passenger agent, he authorized the sale of harvest excursion tickets.

The traveling public has no reason to complain of passenger rates this season, as since May I excursions have been run to nearly every point of interest in this country. Now the Cincinnati, Hamilton & Dayton announces an excursion to Montreal and Quebec. To the latter point an excursion has never been run from this ter-

The announcement was informally made, yesterday, by President Hugart, of the Grand Rapids & Indiana railroad, that that company cannot pay the September interest on the bonded debt, and that the burden of interest at presant rates is greater than the company can carry. It is probable that on the showing of this fact the proper readjustment of the company's funded debt will foilow.

George Bradbury, general manager of the Lake Erie & Western, on Monday presented the matter of taxing the road before the State tax commissioners with so much ability that a railroad man suggests that hereafter the roads let the general managers appear before the board rather than the general solicitors, as the latter know but little about the real condition of the prop-

erty, while managers are well informed. There is some prospect of President Mackey selling the Louisville, Evansville & St. Louis road, of which he controls a majority of the stock. A number of Boston and New York capitalists, with two expert engineers, are this week inspecting the property, and it is said if they do not purchase it they will likely advance a couple !

of million dollars to put the road-bed in good physical condition and properly equip

District Passenger Agent Rhein, of the Cincinnati, Hamilton & Dayton, expects that so many people will go to Woodsdale Island Park, on Sunday next, that it will be necessary to run its train in two sec-tions. The lemon-shaped spindle that sup-ports the air bicycle, which will be the at-traction at the park next Sunday, is filled with bydrogen gas, manufactured on the ground by a portable gas-works. The gas s the lightest known and is made from

C. M. Bennett. superintendent of the Chicago division of the Pennsylvania lines, returned home from Columbus, O., via Indianapolis, and stopped over here for a few hours. Mr. Bennett's division is now one of the busiest on the Pennsylvania lines west of Pittsburg. Between Beverly Junction and Chicago, 140 to 150 trains are handled on the P., C., C. & St. L. tracks. This piece of road will soon be relieved, however, as the trains of the Baltimore & Onio will be run into Chicago over its own tracks.

Some of the stockholders of the Louisville, New Albany & Chicago do not look favorably on the proposition of the financial management to convert a portion of the common stock into preferred stock at some future date, taking the position that it is not necessary to create preferred stock, and will insist that it would be more straightforward to pay dividends, if any are earned, on the common stock as it now stands. A financier, last evening, commenting on the above proposition, said the stockholders need not borrow trouble over the distribution of dividends for some years to come, at least. The \$600,000 recently realized on the sale of the last batch of common stock will soon slip away, and then all moneys realized above paying op-erating expenses and fixed charges will be needed to complete the extensive improvements to the property now under way.

BEFORE THE BOAKD.

The Union Railway Company Appeals from Its Assessment.

The morning's executive session yesterday of the State Board of Tax Commissioners was varied by an open hearing of the appeal of Book & Toam, of Marshall county. They are bankers and hardware-dealers, and returned their business in a lump, deducting the amount on deposit, The local board of review would not have it so, and added \$10,325, to which action the appellants take exception.

In the afternoon the board was addressed by A. C. Harris, attorney for the Union Railway Company and Beit Railway Company. President W. R. McKeen and Colonel Whiteomb were present, Mr. Harris said the Indianapolis Union Railway Company is a corporation composed of five corporations, and is not a money-making project. Each owns a fifth of the capital stock of \$250,000, and the stock cannot be sold. It had property in 1884 worth \$456,000, and with the new passenger station and land acquired now owns property valued at \$768,685. The owners derive no income, and each month the burden of expense is shared pro rate on the number of cars which each road has had within the

The Belt, Mr. Harris said, was organized for profit. It cost the Indianapolis Union Railway Company, the lessees for 999 years. \$778,000. It is now proposed to return it for taxation at \$821,240, on a basis of 6 per cent. on money invested. Mr. Harris explained this to mean that the amount paid yearly to the owners by the lessees equals 6 per cent. of \$821,240. He submitted that this is a fair way of appraising the property. Elwood Hunt, of Rockville, appeared before the board as attorney for A. N. Hadley, commissioner and trustee, who demands that the amount of cash and notes in his hands, \$2,977.28, be listed for taxation in Parke county, where he resides, instead of in Fountain county, where some of the heirs reside.

TROUBLE IN THE CAMP.

Controller Woollen and His Scheme Are in a Heap of Trouble.

Already a lively row has been kicked up among local Democrate on account of Controller Woollen's bond-refunding scheme. Mr. Woollen scents treachery already, and claims that he holds the key to the combination and will not give it up to his enemies. In the first place, Mr. Woollen takes exceptions to the manner in which he was approached by Otto Frenzel when that gentleman submitted his proposition to exchange the old bonds for new ones. Then, on account of the refusal of Mr. Rassmann, chairman of the finance committee, to call a meeting as yet, he hints carkly at some conspiracy between Rassmann and the Frenzels to give him [Woollen] the worst of it. Speaking of the Council in general and Mr. Rassmann in particular, Mr. Woollen is reported in an afternoon

paper as saying:
"I know the combination from beginning to end, and I want to say right here that there is one thing which I have not told the Conneil or any one else before, and that is that the Common Council of the city of Indianapolis, even if it should contain schemers, cannot accept any proposition to trade those bonds unless I say so. It has the power to reject the proposition which Mr. Bonfil made and which I favor, but without my signature, under the charter, it cannot accept Frenzel's or any other proposal. I hold the key there." Mr. Rassmann is out of the city and it is not known when the finance committee will meet.

MME. SELIKA'S CONCERT.

A Large Audience Delighted by Her Singing -Another Concert To-Night.

There was a good audience at the Blackford-street A. M. E. Church last evening, the occasion being a concert given for the benefit of the pastor, Rev. Smith Claiborne, by Mme. Marie Selike, the most renowned Afro-American singer in the coun-

Mme. Selika has starred successfully several seasons in this country, and has achieved enviable fame in Europe, making her London debut with Patti in 1886. She has sung in Berlin, Paris, Dresden, and has everywhere won the most enthusiastic plaudits. Her last appearance here was four years ago, at the Grand Opera-house. Mme. Selika was supported last night by an excellent company of local artists, including Mesdames Irene Bagby, Ella G. Thompson, Kate Stewart Bazel: J. T. V. Hill, Lillian Thomas, Mattie Sessie, Misses Nettie Maud Christy, Kathryn Crassen, Edna Guess, W. O. Sweeney, M. D. Collins, William Lewis, A. C. Bybee, Dr. Chavis, Fred Simpson and James Mann. Mme. Selika's own singing delighted the

audience, and she was repeatedly recalled. Another concert will be given to-night.

"The South Before the War." For a faithful reflection of plantation life in all its phases, "The South Before the War," which will be the initiatory production at the Empire Theater next week, has been received as a conspicuous success. It is the mature result of an idea that formed the basis for a short piece for a variety programme, but which expanded symmetrically until the whole is a farce-comedy of merit. "The Slave's Dream" is an interpolation particularly fitting, and presents amusing and entertaining stage pictures. In the second act a dance is followed by a row, beside which an Irish jubilee scene is tame. It is pathetic, novel, and contains many of the intrinsic qualities that make popular successes of "The Old Homestead" and "Uncle Tom's Cabin." The third act is given up to a cake walk. in which that institution is exhibited in all its reality. and which has added another element of

Some time ago Manager Fennessy asked President George E. Mills, of the local musicians' union, to select an orchestra. Last night he notified Mr. Fennessy that he had chosen the following: George Meach. leader; O. Ostendorf, second violin; Mr. Fullgraff, viola; Henry Schweilzer, bass; James Ferguson, cornet; Sam Cooley, clarionet; Mr. Tourner, flute; Joe Runbush, trombone, and George Leitch drums. Mr. Meach is an experienced leader at St. Louis. Manager Fennessy accepted the services of those selected.

NKHAM'S . PROVERBIAL . PHILOSOPHY . . .



ness, lack of energy, desire to be alone, or the "don't care" feeling, are all shadows of coming events. No woman should permit those symptoms to gain ground, for, being forewarned, she should be forearmed. Lydia E. Pinkham's Vegetable Compound will disperse all those shadows. It goes to the very root of all female complaints, renews the waning vitality, and invigorates the entire system. Surely

such letters as this will support our claims: DEAR MADAM. - . . . I think your Vegetable Compound saved my life; it is the best medicine for kidney and female troubles I ever saw. I induced my friends to use it, and it has never failed. - Mrs. H. E. FOSKETT, West Rutland, Vt.

Druggists sell it as a standard article, or sent by mail, in form of Pills or Lozenges, on receipt of \$1.00.
An illustrated book, entitled "Guide to Health and Etiquette,"
by Lydia E. Pinkham, is of great value to ladies. We will
present a copy to anyone addressing us with two 2-cent stamps.

LYDIA E. PINKHAM MED. CO., Lynn, Mass.

IN THE DIVORCE COURT.

Iil-Mated People Air Their Woes-Suing for \$25,000-Minor Cases. .

Elizabeth Stock was married in 1884. Since that time she has become dissatisfied with the Stock she got in the bargain, and yesterday filed suit for divorce from her husband, Henry Stock. For causes of divorce she alleges drunkenness, failure to provide, cruel and inhuman treatment and infidelity. She says that her husband has frequently beat and whipped her, and has knocked her down at home and upon the streets. She says she is the owner of considerable property, which is described in the complaint, and among which is the saloon at 118 Hadley avenue, in West Indianapolis; that he threatens to further squander and make way with her property. In the prayer for relief she says that her life is in danger from her husband, and asks that the court grant a restraining order to prevent him from doing violence to her person or making way with any of the property described. She asks for alimony, custody of the two children, judgment for \$2,500, alleged to be the amount of her property squandered by

her husband, and a divorce. Jennie Deen says that since she married Henry Deen he has wholly failed to make any provision for her support, and has been addicted to an excessive use of intoxicants. For these reasons she asks that she be granted a divorce from him.

A Queer Suit.

Anthony Bals, by his guardian, Charlotte Bals, yesterday filed suit in the Superior Court to enjoin Hetherington & Berner from carrying on their business of boiler-making in the new building recently erected by them on South Illinois streets. Bals, by his gnardian, says that he is the owner of the premises situated on the southeast corner of South and Illiness streets, which are occupied partly as a dwelling-house and partly by a barber-shop; that Hetherington & Berner have recently constructed on their premises adjoining a shed without walls, and wherein their employes engage at all hours of the night and day in the business of boiler-making; that the din and noise of this work distresses and annoys the tenants of his property and makes it difficult for him to secure desirable tenants. He says be cannot be compensated in damages for the loss sustained, and therefore asks an injunction to restrain them from carrying on their business at that place.

Suing for \$25,000. Patrick Corcoran has filed suit in the Superior Court against the Panhandle Railroad Company for \$25,000. He alleges in his complaint that on Feb. 21, 1891, while coupling cars in the railroad y. is at Logansport, Ind., he had his right hand and arm crushed. The mjury, he alleges, was due to the unsafe condition of the drawbars and dead woods in the cars to be

Gave Beer to Boys, In the Criminal Court, yesterday, Charles Middaugh was fined \$20 and costs for giving liquor to minors, on an appeal case from M. H. Daniel's court. Middaugh and several boys in West Indianapolis "chipped in" and bought a keg of beer, which was taken to Middaugh's cellar and there imbibed. One of the boys became intoxicated, and his mother prosecuted Middaugh.

Frenzel Under Arrest. President Frenzel was hurried for once yesterday by a warrant his arrest, charging him with obstructing the Pennsylvaniastreet gutter, at Market street, with bowlders taken out of the car-tracks, which are undergoing repair. A force of men was put to work at once clearing away the obstruction, and when court met the case was dismissed.

Health Board After Them. A. Caylor was in the Police Court yesterday morning charged with having failed to obey a notice of the Board of Health. A warrant has been issued for the arrest of Alexander Metzger, the real estate agent, on the same charge.

Will of Elizabeth Small. The will of Elizabeth Small was filed for probate yesterday. She gives all her property of every description to her two daugh-

ters, Mrs. Emma Means and Luella Small. The Court Record. SUPERIOR COURT. New Surts Filed. Jennie Deen vs. Henry Deen; divorce.

Charlotte Bals, Guardian of Anthony Bals, vs. Hetherington & Berner; injunction, Room 1. Patrick Corcoran vs. P., C., C. & St. L. Railway: damages, Room 3. Elizabeth Stock vs. Henry Stock; divorce. Room 2. CIRCUIT COURT.

New Suit Filed.

The American Tube and Iron Company vs. Montgomery M. McElwaine and C. A. D. Lynch: suit on note. Demand, \$1,500. CRIMINAL COURT.

Hon. Millard F. Cox. Judge. Charles Middaugh, giving liquor to minors; guilty. Fined \$20 and costs.

AMBULANCE CALLS.

Fell from a Scaffolding-Charles Heiner Injured Internally-Other Accidents. James Campbell, a driver for Bannon & Co., was severly cut about the face and breast, yesterday evening, by being thrown from his wagon on West New York street, close to the Big Four track. The horse became frightened at the cars and became uncontrollable. He was removed to his home, 55 Dougherty street, by Flan-

ner & Buchanat. The same ambulance was called about 5:20 to the Big Four freight-house, on Alabama street, to remove Charles Heiner, While unloading pipe from a car at the depot be fell from the carand an eight-inch water-pipe tell upon him. He was injured internally, He was removed to his home, 355 East Market street, and Dr. Marsee

was called to attend bim. Fell from a Scaffolding. Henry Webber, a carpenter, fell from a

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Added to any Soup, Sauce or Gravy gives Strength and Fine Flavor.

Invaluable in Improved and Economic Cookery.

Makes cheapest, purest and best Beef Tea.



Makes an every-day convenience of an old-time luxury. Pure and wholesome. Prepared with scrupulous care. Highest award at all Pure Food Expositions. Each package makes two large pies. Avoid imitations—and insist on having the NONE SUCH brand.

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Forty-third year begins Monday, Sept. 5. Day and Night School. Elevator for students. Call for catalogue and full particulars. Telephone 499.

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Pupils can enter at any time. All branches taught.
Six members of this faculty are specialists of extended European education. 'Cello and Harp specialists recently engaged. For catalogues, etc., call at office or address CLARENCE FORSYTHE. Fourth year opens Sept. 12.

GIRLS' CLASSICAL SCHOOL Eleventh year opens Sept. 14. Prepares for all colleges that admit women. Gymnasium, Music, Art. Boarding pupils received in the school residence. For catalogues address Theodore L. Sewall and May Wright Sewall, Indianapolis, Ind., 343 North Pennsylvania street.

BOYS' CLASSICAL SCHOOL, The next session will begin SEPT. 12,1892. Ample provision for boys just out of Kindergarten. For circular or other information apply to L. R. BAUGHER, Principal, 783 North Delaware St.. Indianapolis, Ind. MRS. PRUNK'S

INDIANA-BOSTON SCHOOL OF EXPRESSION No. 368 West New York Street, Indianapolis, Ind. Fourteenth year, beginning Sept. 20. Elecution, Vecal and Pantomimic Training, Delsarte Physical Culture, Swedish Gymnastics and the Dramatic Arts.

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ST. JOHN'S MILITARY SCHOOL, MANLIUS, S. N. Y. Civil Engineering, Classical, Commercial Special and Preparatory Courses. Under visitation of War Department and Regents of University of New York. Regular session begins Sept. 15. RT. REV. F. D. HUNTINGTON, Prest., LT. Col. WM. VER. 122 and 124 W. Franklin St., BALTIMORE, MD.

Edgeworth Boarding & Dav School For Young Ladies will reopen, Thursday, Sept. 22, 30th year. Mrs. H. P. LEFEBVEE, Principal. The Woman's College of Baltimore. JOHN F. GOUCHER, President,"

Programmes and application blanks will be sen upon request. NEW YORK MILITARY ACADEMY. COL. C. J. WRIGHT, B. S., A. M., Cornwall, N. Y.

MRS. MAY CABLE'S - PRIVATE -

Short-Hand and Type-Writing School 307 NORTH ALABAMA STREET. Pupils instructed individually or in class.

No. 47 Meek street, yesterday afternoon. he fell a distance of about fifteen feet, and was injured about the back and shoulders, and also internally. Powers & Murphy's ambulance removed him to his home, No. 119 Louisiana street. He is a married man lifty-three years of age.

Died at the Work-House. John Henry, colored, who was sent to the

work-house, July 23, for sixty days on a charge of vagrancy, died there at 4 o'clock yesterday afternoon from consumption. He scaffold, upon which he was working at was thirty-eight years of age.

PHYSICIANS. DR. E. R. LEWIS. 257 North Delaware street. Practice limited to diseases of the

THROAT AND NOSE. DR. C. S. BOYNTON, OFFICE AND RESIDENCE-163 North New Jersey street. Tel. 193. Office Hours-S to 9 a. m.; 1 to 2, and 7 to 8 p. m. Medicine furnished, and all calls answered, day or night.

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DR. E. HADLEY. OFFICE—136 North Pennsylvania street.

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DR. SARAH STOCKTON, 227 NORTH DELAWARE STREET. DR. C. I. FLETCHER. RESIDENCE—670 North Meridian street.

OFFICE—369 South Meridian street.

Office Hours—9 to 10 a.m.; 2 to 4 p. m.; 7 to 8 p. m.

Telephones—Office: 907.; Residence: 427.

DR. D. M. PURMAN, OFFICE-186 FORT WAYNE AVENUE SANITARIUM-166 ASH STREET. 1 to 3 p. m. 7 to 8 p. m. Diseases of the Mervous System.

DR. A. W. FISHER, 244 EAST OHIO STREET.

SPECIALTY—Piles, and all Diseases of the Rectum,
Office Days: Thursday, Friday and Saturday, from
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Diseases of the Eye, Ear, Nose and Throat. CrossEyes straightened in one minute without pain. Office—Rooms 25 and 26, Marion Building.

Office and Residence-No. 354 South Meridian st., Indianapolis, Ind. Office Hours-7 to 9 a.m., 12 to 3 p. m., 7 to 9 p. m. Telephone No.—1319. DR. F. H. HARRISON, OFFICE AND RESIDENCE, 97 North Alabama street.

H. S. CUNNINGHAM, C. M., M. D.

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RAILWAY TIME-TABLES. Indianapolis Union Station. Trains Run by Central Time.

TICKET OFFICES at Station and at corner Illinois and
Washington Streets.
TRAINS RUN AS FOLLOWS:
Daily. † Daily, except Sunday. FROM INDIANAPOLIS TO LEAVE Columbus, Ind., and Louisville * 3.40 sm Philadelphia and New York... 6.00 am

Philadelphia and New York... 6.00 am

Baltimore and Washington... 5.00 am

Dayton and Springfield.... 5.00 am

Martinsville and Vincennes... 8.00 am

Madison and Louisville... † 8.05 am

Richmond and Columbus, O... † 8.00 an

WANDALIA LINE TO ST. LOUIS AND THE WEST. Trains leave for St. Louis, 8.10 a.m., 11.50 a.m., 12.30 p.m., 11:00p.m. Trains connect at Terre Haute for E. & T. H. points. Evansville sleep-

er on 11:00 p.m. train. Greencastle and Terre Haute Acc., leaves 4:00 Arrive from St. Louis 3.30 a.m., 4.50 a.m., 2.50 p.m., 5.20 p.m., 7.45 p.m.
Terre Haute and Greencastle Acco. arrives at Sleeping and Parlor cars are run on through trains.

MONON ROUTE The Vestibuled

PULLMAN CAR LINE No. 38-Monos Acc. 5.20 pm
Arrive at Indianapolis. 4.20 pm
No. 31-Vestibule, daily 4.20 pm No. 33—Vestibule, daily 3.25 am
No. 39—Non n Acc. 10.40 am
Pullman vestibuled sleepers for Chicago stand at
west end of Union Station and can be taken at 3.33

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